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EXPAND, IMPROVE TRANSPORTATION FACILITIES

BESZKART TO TRANSPORT 800 MILLION PASSENGERS IN 1951 -- Budapest, Friss Ujsag, 14 Feb 51

Transportation facilities damaged during the war have now been replaced, and in some places offer better service than before the war. In 1950, traffic began on the Oroszlany Railroad Line, serving the vicinity of the Oroszlany coal mines. The line leading to the largest quarry in the country, the Uzsa Stone Quarry, was completed, the extension of the Uttoro (pioneer) line was opened to traffic, the important freight-receiving building at Nyiregyhaza was completed, the Danube River bridge at Baja was opened to traffic, and construction of railroad facilities serving the Duna Metallurgical Works was begun.

In 1951, construction on the Duna Metallurgical Works railroad facilities will be continued, large-scale railroad construction is planned in connection with developing coal mines, electrification of the Miskolc line will be continued, the number of the country's passenger and freight stations will be greatly increased, and the first models of the new express steam engines and electric locomotives will be put into operation.

By the end of 1948, Budapest Metropolitan Traffic, Inc. (BESZKART) rolling stock (kocsipark) had almost reached the 1938 level and the number of buses exceeded 1938 by 40 percent. The number of passengers transported by BESZKART in 1938 was 304 million, and in 1948, 542 million. Passenger traffic in 1950 increased 7 percent over 1949, and is expected to reach 800 million in 1951. The amount of transportation investments increased 60 percent over the previous year, and in 1951, this figure will be increased fivefold.

In May 1951, the Csepel Express Line will begin operation, and construction of the Metropolitan Railroads central repair shops will begin. All cars which can be spared from Budapest traffic will be given to rural cities. Another line will be laid to double-track the Miskolc-Diosgyor electric line, begun in 1949. This construction will be completed this year. During 1950, 47 new bridges were built, and widening or reinforcement work was completed on 107 bridges. This year, the construction of the Boraros ter bridge and the Dunafold bridge

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will begin. In addition, the State Road Bridge Investment Enterprise completed 78 bridges for the State Railroads, the Metropolitan Railroads, and the Road Investment Enterprise.

BUDAPEST TROLLEYS TRANSPORT 648 MILLION IN 1950 -- Budapest, Friss Ujsag, 3 Feb 51

The number of passengers transported by Budapest trolleys during 1950 increased to 648 million. Freight transportation showed an even greater increase.

Steps completed in the development of the trolley network are: complete reconstruction of the Obuda trolley system; completion of work on moving the Nagykorut tracks to the center of the street; and, in the reorganization of Marx ter, a loop-route has been constructed on Legrady Karoly utca, Kiss Jozsef utca, and Kadar utca for the Ujpest route.

PROVIDE TRANSPORTATION FOR 21,000 MINERS -- Budapest, Nepszava, 13 Feb 51

The installation of 120 new buses provides transportation daily for 21,000 miners, who previously had to walk to work or ride bicycles. The buses serve three working shifts and average 27,000 kilometers per day.

Workers of the Ozd Coal mines received 19, the Szuhavolgy and Ajka miners 11 each, Salgotarjan eight, and Pecs MESZHART seven buses.

FREEZING OPERATION USED IN CONSTRUCTING SUBWAY -- Budapest, Nepszava, 9 Feb 51

A freezing operation is being used in the construction of the Batthyanyi ter shaft of the Budapest subway, instead of the air-pressure method employed in other sections of the subway now under construction. In the freezing operation, a supercooled fluid introduced into holes drilled below the shaft causes water in the ground to freeze all around the shaft, facilitating excavation. This method will also be used in the construction of escalators to the surface.

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